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**Amendment To The Claims:**

Claims 1-3 (Cancelled)

Claim 4 (Previously Presented): The airbag of claim 21 further comprising:

a releasable tether attached to said inflatable bag for maintaining said secondary chamber in a collapsed configuration until a sufficient threshold pressure causes said releasable tether to detach from said inflatable bag and allow said secondary chamber to inflate.

Claim 5 (Previously Presented): The airbag of claim 21 wherein said inflatable bag includes a primary inlet for allowing a gas to be injected directly into said primary chamber of said inflatable bag.

Claim 6 (Previously Presented): The airbag of claim 5 wherein said inflatable bag includes a secondary inlet for allowing said gas to flow from said primary chamber to said secondary chamber.

Claim 7 (Previously Presented): The airbag of claim 6 wherein said secondary inlet is at least one open vent hole.

Claim 8 (Previously Presented): The airbag of claim 6 wherein said secondary inlet is at least one baffle vent.

Claim 9 (Previously Presented): The airbag of claim 6 wherein said secondary inlet is a permeable fabric panel integrated within said inflatable bag.

Claims 10-13 (Cancelled)

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Claim 14 (Currently Amended): The airbag of claim 22 ~~[[10]]~~ wherein said at least one panel includes a primary inlet for allowing a gas to be injected directly into said primary chamber of said inflatable bag.

Claim 15 (Previously Presented): The airbag of claim 14 wherein said at least one panel includes a secondary inlet for allowing said gas to flow from said primary chamber to said secondary chamber.

Claim 16 (Previously Presented): The airbag of claim 15 wherein said secondary inlet is at least one open vent hole.

Claim 17 (Previously Presented): The airbag of claim 15 wherein said secondary inlet is at least one baffle vent.

Claim 18 (Previously Presented): The airbag of claim 15 wherein said secondary inlet is a permeable fabric panel integrated within said inflatable bag.

Claim 19 (Currently Amended): An airbag for minimizing a risk of injury to a vehicle occupant, comprising:

- a first outer panel having a primary inlet for allowing a gas to be injected into the ~~improved~~ airbag;

- a second outer panel coupled to said first outer panel and sized substantially similar to said first outer panel;

- an inner panel attached to and extending between said first outer panel and said second outer panel for defining a primary chamber and a secondary chamber of the ~~improved~~ airbag, said inner panel having a secondary inlet for allowing said gas to pass between said primary chamber and said secondary chamber; and

- a releasable tether attached to said at least one panel for maintaining said secondary chamber in a collapsed configuration until a sufficient threshold pressure causes said

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releasable tether to detach from said at least one panel and allow said secondary chamber to inflate;

said primary chamber inflating before said secondary chamber and applies a generally downward force to a lower-body portion of the vehicle occupant in order to allocate a substantial portion of an initial impact force to said lower-body portion and to position the vehicle occupant for minimizing a risk of injury to the vehicle occupant;

said inflatable bag deployed sequentially in a generally linearly upward direction from said primary chamber to said secondary chamber.

Claim 20 (Previously Presented): The airbag of claim 19 wherein said inner panel, said first outer panel, and said second outer panel define said primary chamber with an upper sub-chamber and a lower sub-chamber, said lower sub-chamber extending substantially across a width and a depth of the improved airbag, said lower sub-chamber for allocating said substantial portion of said initial impact force to said lower-body portion of the vehicle occupant, said upper sub-chamber being sized substantially smaller than said lower sub-chamber along said depth of the improved airbag, said upper sub-chamber for absorbing and re-directing said initial impact force generally downward, said upper sub-chamber also for providing immediate protection for an upper-body region of the vehicle occupant.

Claim 21 (Previously Presented): An airbag for minimizing a risk of injury to a vehicle occupant, comprising:

an inflatable bag having a primary chamber and a secondary chamber adjacent to said primary chamber;

said primary chamber inflating before said secondary chamber and applying a generally downward force to a lower-body portion of the vehicle occupant in order to allocate a substantial portion of an initial impact force to said lower-body portion and to position the vehicle occupant for minimizing a risk of injury to the vehicle occupant;

said inflatable bag deployed sequentially in a generally linearly upward direction from said primary chamber to said secondary chamber;

said primary chamber comprising an upper sub-chamber and a lower sub-chamber;

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said lower sub-chamber extending substantially across a width and a depth of the improved airbag and allocating said substantial portion of said initial impact force to said lower-body portion of the vehicle occupant;

said upper sub-chamber sized substantially smaller than said lower sub-chamber along said depth of the improved airbag;

said upper sub-chamber absorbing and re-directing said initial impact force generally downward and providing immediate protection for an upper-body region of the vehicle occupant;

said upper sub-chamber is sized substantially smaller than said lower sub-chamber along said width of the improved airbag.

Claim 22 (New): An airbag for minimizing a risk of injury to a vehicle occupant, comprising:

an inflatable bag having at least one panel defining a primary chamber and a secondary chamber that is adjacent to said primary chamber;

said primary chamber inflating before said secondary chamber and applying a generally downward force to a lower-body portion of the vehicle occupant in order to allocate a substantial portion of an initial impact force to said lower-body portion and to position the vehicle occupant for minimizing a risk of injury to the vehicle occupant; and

a releasable tether attached to said at least one panel and maintaining said secondary chamber in a collapsed configuration until a sufficient threshold pressure causes said releasable tether to detach from said at least one panel and allow said secondary chamber to inflate;

said inflatable bag deployed sequentially in a generally linearly upward direction from said primary chamber to said secondary chamber;

said at least one panel defining said primary chamber with an upper sub-chamber and a lower sub-chamber;

said lower sub-chamber extending substantially across a width and a depth of the airbag and allocating said substantial portion of said initial impact force to said lower-body portion of the vehicle occupant;

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said upper sub-chamber substantially smaller than said lower sub-chamber along said depth of the airbag and absorbing and re-directing said initial impact force generally downward;

said upper sub-chamber providing immediate protection for an upper-body region of the vehicle occupant;

said upper sub-chamber sized substantially smaller than said lower sub-chamber along said width of the airbag.